

COUNTRY Germany (Approved For Release 2002/08/08 : CIA-RDP82-00457R012600170008-0)

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TOPIC Brandis AirfieldEVALUATION see below PLACE OBTAINED [REDACTED] 25X1CDATE OF CONTENT [REDACTED] 25X1CDATE OBTAINED [REDACTED] PREPARED 9 June 1952REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]RETURN TO CIA  
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1. On 29 April 1952, 20 MiG-15s, 2 Yak-11s and 1 B-25 were counted at Brandis airfield. On 3 May, the red numbers 350, 382, 285, and 005 were observed on four MiG-15s, which were probably an alert flight. The crews, wearing flying suits, were near the planes. On the same day, the red numbers 333 Y, 917 Y, 383, 953 and 020 were identified on five other planes.
2. On several days between 29 April and 10 May, MiG-15s practiced approach flights at a sleeve target which was towed by a B-25 at an altitude of about 2,000 meters. The B-25 was stationed at the field. On one day, two Yak-11s flew through the clouds apparently in W-E direction as was inferred from the noise of the engines. The ground visibility was limited to 1 or 2 km. There was a 10/10 overcast at an altitude of 150 to 200 meters. The planes apparently practiced blind flying. When the landings were made the ceiling was slightly open. The MiG-15s were usually in the air during good weather; the Yak-11s were aloft in both good and bad weather.
3. Flying activity observed at the field in early 1952 led to the assumption that the pilots were beginners since they descended at a distance of 1 to 5 km from the field and approached the field using their engines. Recently, the landing procedure has improved; the planes came in a steep glide. The way in which the formations assembled and broke up indicated good training. Approach flights were made at the southern edge of the field. The planes dived at the target at an angle of up to 45 degrees and pulled out of dive at an altitude of about 200 meters.
4. Ten to 12 MiG-15s had auxiliary fuel tanks. These auxiliary fuel tanks which had no stabilizing fins projected slightly beyond the leading edge of the wings. So far it has not been observed that auxiliary fuel tanks were dropped.

5. [REDACTED]

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